



WILLARD BEAN HERE FROM COAST.

Will Enter Upon New Duties as
Athletic Instructor of
L. D. S. U.

HE IS READY FOR BUSINESS.

Will Give Private Instructions in the
Art of Self Defense—Will
Not Fight.

Willard Bean, who, for a long time held the title of middleweight champion boxer of Utah, has arrived in Salt Lake from California and will at once enter upon his new duties as athletic director of the L. D. S. U. The selection of Mr. Bean for this important position, and his acceptance of the offer was announced in these columns several weeks ago. He would have been here earlier in the season but for the fact that he could not close out his business in California until recently. He has been conducting most successfully a gymnasium on the coast, but left to return to Salt Lake. Mrs. Bean has been ill for some time and their stay in California was lengthened in the hope that she would regain her health. She has now recovered from her illness and accompanied Mr. Bean to this city. Willard says that, in addition to taking charge of athletic affairs at the university, he will give private lessons in boxing and along other lines of athletic work. Mr. Bean is eminently qualified for his position with the university and if the athletic work of the students does not soon show a great improvement, it will not be his fault. He thoroughly understands the work required of him and he is an enthusiastic in matters pertaining to physical culture. The new gymnasium is fitted up with all kinds of muscle building devices, and it will soon be up to the young athletes of the institution to get themselves into perfect form. Although nothing definite has yet been decided upon, it is quite likely that several athletic teams will soon be organized. They will probably consist of track, indoor basketball, basketball and handball teams. Conditions are now most favorable for a successful season for the boys on the field of athletic endeavor. They have a first-class gymnasium and an equally good instructor to assist them in their work.

THE BASEBALL OUTLOOK.

Will Soon Know What Prospects Are for
Pacific National League.

We will soon know whether or not the Ogden Baseball club will be given a place in the Pacific National league next season. President Lucas has returned to Tacoma and is slowly recovering from the effects of his long attack of typhoid fever, and if his health continues to improve he will soon submit the managers of the various teams in the league for the annual league meeting. Salt Lake will be represented by "Honest John" McCloskey, who is now at Louisville and he has been instructed to make arrangements to attend the meeting when the call is sent out. This session was set for some early date in December, but no date was decided upon, but it is expected that the meeting will be held before the middle of the month.

The way things look at the present time, Ogden will be represented at the meeting by William Binford. The Junction City team will make an effort to secure a place in the league provided the fight on the coast is stopped. It is known now that the majority of the league leaders favor Ogden, and unless something unforeseen occurs, that city will be in next year's lineup.

GREAT DAN PATCH.

At Macon, Ga., Yesterday, Animal Broke
Two World's Records.

Macon, Ga., Nov. 30.—In the face of a cold and driving wind, and with the temperature at 47 degrees, Dan Patch, the world's greatest pacer, broke two world's records today. To a high sulky he lowered Directum's record of 2:09 for a mile to 2:04. The time by quarters was: .31, .29, .31, and .34. Five minutes later, to the usual track sulky, he went two miles in 4:17, lowering Nevada's record by two seconds flat. He was driven by M. F. McHenry.

RACES AT OAKLAND.

Favorites and Seconds Made Good and
Bookies Hit Hard.

San Francisco, Nov. 30.—With three favorites and two seconds winning at Oakland today the bookmakers had a disastrous session. Heavy Ormonde was one of the disappointments. He was a 6 to 5 chance in the mile race and was plunged on. He led for a time, but stopped in the stretch and Proper beat him easily. Mechanus took the mile and a sixteenth event by a neck.

MILLIONAIRES' POOR STOMACH.

The worn-out stomach of the over-fed millionaire is often paraded in the public press as a horrible example of the evils attendant on the possession of great wealth. But millionaires are not the only ones who are afflicted with bad stomachs. The proportion is far greater among the toilers. Dyspepsia and indigestion are rampant among these people, and they suffer far worse tortures than the millionaire who has been advanced from \$6 to \$7. Millions in wages and the higher cost of making the cars are the given reasons.

He was bid up from \$500 to \$1,000, by T. T. Rector, owner of Billy Moore, and Frank Doss let him go. Honiton made her first appearance and had no trouble beating Arabo, favorite in the fifth. The weather was fine and the track good. Summary:

First race, six and a half furlongs, selling—Buccleuth won, Thisbe second, Velma Clarke third. Time—1:21.
Second race, five furlongs—F. E. Shaw won, Ananias second, Eugene B third. Time—1:30.
Third race, six and a half furlongs, selling—Ray Wonder won, Blissful second, Quatre third. Time—1:21.
Fourth race, one mile and a sixteenth, selling Mechanus won, Billy Moore second, Chub third. Time—1:48.
Fifth race, seven furlongs—Honiton won, Arabo second, Gelmness third. Time—1:26.
Sixth race, one mile—Proper won, Beau Ormonde second, Dupont third. Time—1:40.

SALT LAKE TURF EXCHANGE.

California and Eastern Races.

RAILROAD LITERATURE.

Some Very Handsome Folders and
Booklets Recently Issued.

The Southern Pacific passenger department has recently published quite a number of new and very attractive publications in folder, pamphlet and leaflet form for the benefit of tourists and the traveling public generally. Mr. Goodman and his assistants in the publicity branch of the passenger department have arranged the publications in such an artistic shape that public attention will be readily attracted. The illustrations are of the very best half tones, and profuse in number, and are of credit to the art. Among the literary efforts is a large pamphlet entitled "Paso Robles Hot Springs," in colored covers, and well filled with descriptive matter setting forth the attractions of the place as a health resort. The half tones are unusually clear and fine. "Summer Time at Pacific Grove, California," is a uniquely gotten up little pamphlet of 20 pages with the various features of that well known seaside resort well set forth with clusters of halftones; and a special feature is the original submarine scene on the cover in tints of pink. "California in Miniature" is a folder whose particular attraction is the state in tints of blue marked out on a double page view, showing the railroad network that now covers the state, in red ink. "Hotels and Resorts" is a well arranged pamphlet of 30 pages, giving a complete list of all the public resorts along Southern Pacific lines. "California Resorts Along the Coast Lines in the Santa Cruz Mountains" is a folder extensively illustrated with fine landscape and scenic views that readily catch the attention. "Shasta Resorts" with the old volcanic veteran in his snowy night cap, is the title of another well illustrated and written folder; the frontispiece being particularly impressive. "Map of California, with a brief description of its resources, attractions, topography, climate, etc.," is a folder containing a very good sized map of the state in colors, illustrating its climatology, principally, and doing it well. The state is also shown to contain more area than New York, New Jersey, Rhode Island, Massachusetts, Vermont, Maine, New Hampshire, Connecticut and Ohio combined. The climatological exhibit is of special value. "Wayside Notes Along the Sunset Route" is a valuable pamphlet of 50 pages, in colors and covers of special design. Excellent halftones of photographic views are margined on every alternate page adjoining the descriptive matter, making a unique and complete whole. "Map of Oregon, with condensed information about its resources, industries, commerce, products, climate, etc.," gives a good epitomized description of the great state, the map in colors being given in large size with very complete detail.

With the amount of descriptive literature now being circulated about the Pacific coast, tourists and travelers generally can have no complaint about not being fully and properly informed.

THE TRANSIBERIAN.

A railway folder of particular interest and the first of its kind, has reached the Short Line passenger department. Its title is "The Transiberian Railway," which runs from Moscow in European Russia to Vladivostok on the Japan sea coast of Siberia, with a branch from Khabarovsk to Junction to Peking, the northern Chinese capital. The distance between terminals is 5,307 miles. The half-tone views of car interiors show accommodations equal to American Pullmans, and the scenes along the line of the road are interesting. The letter press matter is well gotten up.

THE IRRIGATION CONGRESS.

The November number of Sunset has an article on The National Irrigation Congress, by Edward J. Wicken, professor of agricultural practice in the University of California. This number of the magazine is even more tastefully gotten up than preceding numbers, and is full of interesting articles on California life, all of which are profusely and elegantly illustrated.

SAN PEDRO IMPROVEMENTS.

Next Year Will See Main Line Overhauled
In Every Particular.

It is stated by officials of the Salt Lake Route that work on extensive improvements to the old main line acquired from the Oregon Short Line will be commenced early in the year. Among other things will be the widening of the grade, the laying of heavier steel and general work in preparation for through train traffic.

Tourist Rates Raised.

Commencing today berths in tourist sleepers from Chicago to the Pacific coast have been advanced from \$6 to \$7. Increases in wages and the higher cost of making the cars are the given reasons.

LIFE OF A PIONEER.

Autobiography of Capt. James S. Brown, 520 pages, bound in cloth. Price, \$2.00. For sale at Deseret News Book Store, Salt Lake City, Utah.

CUT IN TAXES OF THE HIGHLAND BOY

County Commissioners After Tak-
ing Legal Advice Coincide With
The Corporation's Contentions.

TEN THOUSAND DOLLARS AHEAD

Which Means That the City Schools
Will be That Amount Behind
Under the Decision.

School District 43 of Upper Bingham will receive the benefit of the tax on the product of the Highland Boy mine for the past year. Such was the decision of the county commissioners at their meeting yesterday afternoon. This means that District 43 will receive \$4,250 more taxes than it would have received had the tax on the ore mined been paid to Salt Lake City, the office of the company, where the county board of equalization first apportioned it.

Salt Lake City will, therefore, lose \$7,650 city tax and \$6,800 city school tax. By the change the Highland Boy company will save the neat sum of \$10,200. The company refused to pay the city tax on the ground that the ore produced should have been taxed at the mine and not in this city where the office of the company is located. The county commissioners after securing legal advice on the matter decided that the company's contention was correct and, yesterday afternoon, passed the following resolution correcting the error in the apportionment:

"It appearing that the place where the output of the Highland Boy Gold Mining company's mine in Salt Lake county comes to the surface is in school district No. 43, it is ordered by the board of commissioners of Salt Lake county, acting as a board of equalization, that the assessment of the net proceeds of said mine be apportioned to said school district No. 43, and that the clerk of this board is authorized and directed to correct the resolution of apportionment made by this board on the second Monday of August, 1903, in conformity with said order, the amount of said assessment of net proceeds, namely, \$59,000, being subtracted from the sum credited to the Salt Lake school districts and added to that credited to school district No. 43, thus eliminating certain errors in those items, the figures as so corrected to be the respective amounts to be shown in said resolution of apportionment; and the assessor, auditor and treasurer of Salt Lake county are hereby authorized and directed by the board of county commissioners to make such correction in their records as may be necessary to make such records conform to the apportionment, with the errors herein named eliminated therefrom."

Can you tell what it will be like? If so, send in your ideas on the subject for the Christmas News competition and you may gain a twenty-five dollar cash prize. Not more than 2,000 words desired, and all manuscripts to be submitted not later than Dec. 1.

SALT LAKE CITY IN 1910.

UTAH, IDAHO, THE WORLD. Three new maps, just issued, Utah and Idaho on one side, the World on the reverse side, including population of countries and towns according to the 1900 census, with a brief sketch of every country in the world. Size 27x31 1/2 inches, value 75 cents; sent to any address for 25c. Address Deseret News Book Store, Salt Lake City, Utah.



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A Poor Mans Library.

When you consider that 20,000 new books come from the presses every year in the United States alone, it's rather absurd for us to talk about keeping up with what we call "Current Literature." What shall be the poor man's library? Manifestly he cannot buy a great many books, it would seem wise, therefore, to have those he buys of general character except it be, perhaps, a few special books, technical books, on the lines which produce his daily bread. Many families own several hundred volumes and do not possess a good encyclopedia, yet an encyclopedia would have more educational value, if used, than several hundred miscellaneous volumes. The best authorities insist that every family should have a Bible, a dictionary, and an encyclopedia; that these are the most important books in the family cannot be denied. They are necessities. Isn't this, then, the poor man's library, with such addition as may be made. The newspapers of this country have exerted a great influence in the last decade by bringing within the reach of families of limited means, books of this character. The Deseret News is now forming a club of Encyclopaedia buyers who will be enabled to save 40 per cent on the usual cost by joining now. The complete set will be delivered on receipt of \$1.00, the balance being payable at the rate of 10 cents a day.

The next improvement work of magnitude to be attempted by the Union Pacific will be the Athol Hill cut-off, Cheyenne to Carr. This will be an expensive undertaking, but the new line will do away with an expensive piece of track over Athol hill and will also reduce the distance slightly between Cheyenne and Carr. This project has not yet been decided upon.

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**UNION PACIFIC
RECONSTRUCTION.**
Work in Echo and Weber Canyons,
Between Evanston and Ogden,
Nearly Completed.
LINE CHANGED CONSIDERABLY.
Improvements Have Cost a Sum Approximating a Million Dollars
--Another Cutoff.
(Special to the "News.")
Cheyenne, Wyo., Dec. 1.—The Union Pacific will soon have completed the work of reconstruction in Echo and Weber canyons between Evanston and Ogden. There the line has been changed considerably, sharp curves have been eliminated and the grade equalized. During the past summer thousands of men, hundreds of teams, several narrow gauge engines, steam shovels, etc., have been constantly employed blasting out rock, changing the course of the Weber river, building new track and perfecting the old line, and all at a cost of approximately \$1,000,000. But now only a small force of men is at work putting on the finishing touches, which are being rushed with all possible speed before winter weather sets in. Already the good effects of the changes are noticeable, for trains are enabled to make faster time over that stretch of road and locomotives haul heavier trains.

The improvements in Echo and Weber canyons practically completes the reconstruction work on the Wyoming division of the Union Pacific, and while there will be sidings to put in, ballasting and other routine work from now on, there will be very little change in grade or curvature. Two or three small cut-offs have been talked of, but of these only the Medicine Bow enterprise has been seriously considered. Of course, there will be short stretches of double track put in from year to year until the entire division from Cheyenne to Ogden is equipped with a second track.

The double track from Borie to Buford is now in full operation, as is also the new line from Cheyenne east to Archer, these improvements having been made during the past summer. The Union Pacific now has a double track from Cheyenne to Laramie, except for a short distance through Sherman tunnel.

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